

IN THE CLAIMS

Please amend the claims as appears below. The present listing of claims replaces all prior versions and listings of claims in the application:

1. (Currently Amended) A method for measuring an absolute steering angle of a steering shaft for a vehicle using a first rotatable body and a second rotatable body that rotate together with the steering shaft of the vehicle at a predetermined rotation ratio, respectively, the method comprising ~~the steps of:~~

obtaining a Ψ_M' value by measuring a relative rotational angle Ψ' of the first rotatable body and obtaining a θ_M' value by measuring the relative rotational angle θ' of the second rotatable body ~~by means of~~ body, using angle sensors ~~whose having~~ measurement ranges ~~are~~ Ω_s ; of Ω :

obtaining θ_C 's by calculating a plurality of relative rotational angles θ 's of the second rotatable body corresponding to the Ψ_M' value, using the relation between the relative rotational angle Ψ' of the first rotatable body and the relative rotational angle θ' of the second rotatable body;

obtaining a frequency i-value of the first rotatable body by comparing the plurality of θ_C 's to the θ_M' value; and

obtaining an absolute steering angle Φ_1 of the steering shaft based on the relation between Ψ and Φ , after the absolute rotational angle Ψ is obtained by using the i-value.

2. (Currently Amended) The method according to claim 1, further comprising ~~the steps of:~~ obtaining a present i-value by comparing a previous Ψ_M' value to a present Ψ_M' value, obtaining a present value for the absolute rotational angle Ψ of the first rotatable body, and obtaining a present Φ_1 value, which is a successive value of

the Φ_1 measurement, based on the relation between Ψ and Φ .

3. (Currently Amended) The method according to claim 1, further comprising ~~the steps of:~~:

obtaining a plurality of Ψ_C' values by calculating a plurality of Ψ' values corresponding to the θ_M' value using the relation between the Ψ' values and the θ' values;

obtaining a frequency j of the second rotatable body by comparing the plurality of Ψ_C' values to the Ψ_M' value;

obtaining an absolute steering angle Φ_2 of the steering shaft based on the relation between θ and Φ , wherein the absolute rotational angle θ of the second rotatable body is obtained by using the j -value; and

obtaining the steering angle Φ of the steering shaft by taking the mean value of the Φ_1 and the Φ_2 .

4. (Currently Amended) The method according to claim 3, further comprising ~~the steps of:~~:

obtaining a present i -value from a previous i -value after comparing a previous Ψ_M' value to a present Ψ_M' value, obtaining a present value for the absolute rotational angle Ψ from the obtained present i -value, and obtaining a present Φ_1 value from a relation between Ψ and Φ ;

obtaining a present j -value from a previous j -value after comparing a previous θ_M' value to a present θ_M' value, obtaining a present value for the absolute rotational angle θ from the obtained present j -value, and obtaining a present Φ_2 value from a relation between θ and Φ ; and

taking the mean value of the present Φ_1 value and the present Φ_2 value.

5. (Currently Amended) The method according to claim 4, wherein if a difference between the Φ_1 value and the Φ_2 value, $\Delta\Phi$, is greater than a predetermined value, further comprising ~~the steps of:~~:

reobtaining the i-value of the first rotatable body by comparing a plurality of θ_C' values to a θ_M' value, in which the plurality of θ_C' values are obtained by calculating a plurality of θ 's corresponding to a Ψ_M' value based on the relation between the θ' and the Ψ' ;

reobtaining a j-value of a second rotatable body by comparing a plurality of Ψ_C' values to a Ψ_M' value, in which the plurality of Ψ_C' values are obtained by calculating a plurality of Ψ 's corresponding to a θ_M' value based on the relation between the θ' and the Ψ' ; and

taking the mean value of recalculated Φ_1 and Φ_2 values by using the reobtained i-value and the j-value.